

WHEREAS Mayor Adler has declared 2016 the Year of Mobility;

WHEREAS bicycling, walking and public transit, as affordable means of transportation, create ladders of opportunity;

WHEREAS building out world-class bicycle, transit and pedestrian infrastructure will help Austin compete for the USDOT Smart Cities Challenge;

WHEREAS City Council has initiated the Mobility Talks public input process to garner ideas from this and other Boards and Commissions for easing congestion and improving mobility, including through a 2016 mobility bond;

WHEREAS the Urban Transportation Commission has passed a resolution calling for funding the bicycle master plan, high priority sidewalks, and corridor plans that increase opportunities for high capacity transit;

WHEREAS investment in meaningful alternatives to single-occupancy car trips, including bicycling, walking and public transit, is an efficient and proven way to reduce congestion;

WHEREAS the Bicycle Master Plan, Urban Trail Master Plan, Sidewalk Master Plan and Corridor Studies have undergone extensive public input and planning;

WHEREAS funding the Bicycle Master Plan, which now includes the Urban Trail Master Plan, will remove an estimated 20,000 car trips from the Central Business District every day;

WHEREAS constructing sidewalks to schools and transit stops will help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths and address historic inequities;

WHEREAS funding a high-capacity transit network that prioritizes high-density corridors and high-diversity populations will make public transportation a viable, convenient and affordable transportation choice for Austinites;

WHEREAS {insert commissioner input};

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission recommends the City Council pursue a 2016 mobility bond that achieves at least the following: 1. Fully fund the Bicycle Master Plan, including “Tier 1” Urban Trails; 2. Fully fund all “Very High” and “High” priority sidewalks in the forthcoming 2016 Sidewalk Master Plan; 3. Fund strategic components of Corridor Plans, with an emphasis on creating dedicated, high-capacity transit lanes, protected bike lanes and pedestrian safety improvements.